

CAPT. LOCKWOOD'S REPORT.

THE SUNKEN STORY OF THE LOSS OF THE
STEAMER CHAMPION.

During the Number of Missing at Trinity and in searching there was a Lockout at the time of the Disaster—The Men at the Helm.

Yesterday Capt. Lockwood of the Chesapeake and Ohio Company called at the office of the New York Office of Steamboats and expressed his desire to make his official report of the collision with the ship Lady O'Davia, for which he was held responsible. He was told that the accident in which the accident occurred was under the supervision of the Philadelphia Board, and that they would receive his report and conduct the investigation that must naturally follow. The Captain accepted the offer of Mr. R. McMichael, clerk of the New York Board, who said he would draw up the report in proper form, and forward it to Philadelphia.

Capt. Lockwood brought with him Second Officer Miller, Chief Engineer Wesley Beesley, and First Assistant Engineer C. L. Bunes. They listened to the Captain's narrative, and corroborated it with reports about which they were better informed than he. The report which all four signed is merely the official notification of the loss of the steamer. Until the Pennsylvania Board of Inspection will base their investigation upon the cause of the collision, the two parties will probably be brought to anchor. The cause of the Champion may not be known until the agents of the Company know what the agents of the Lady O'Davia, or vice versa. The report was as follows:

New York, Nov. 10, 1879.

GENERAL.—We left New York Thursday, Nov. 6, 1879, at 5 P. M., bound for Charleston, S. C., with the steamer Champion, in single and double bottomed condition. We proceeded down the bay in a thick mist of rain so much so that I could not see to anchor. I had my anchors cleared, but did not anchor. The weather cleared so that we saw the Bahia on Staten Island leading through the Swash Channel.

We then proceeded on our voyage, and at 10:30 P. M. Paragon bore west. The course then was S. W. by N. by compass, and proceeded on our voyage until 4 A. M. We then changed our course to S. S. W. half west by compass. At that time I was talking with the first officer, who said, "I think we are in danger." I then went to the other side of the ship, and saw my anchors cleared, but did not anchor. The weather cleared so that we saw the Bahia on Staten Island leading through the Swash Channel.

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The weather was clear at the time of the collision—The sea was smooth. By this collision there were some thirty less passengers, and the ship was lighter, and the engine was slower. The amount of damage to the steamer, and cargo I am unable to give. I had a short set forward in the bow of the ship when I left the dock.

W. W. Lockwood.

Master late S. S. Champion. Sworn and subscribed to before me this 10th day of November, 1879, before me, U. S. Commissioner of Inspection, New York.

We, the son and child engineer of the steamship Champion, can concur with the statement made by Capt. Lockwood to the effect that he was not to blame for the accident after the collision with said vessel in Philadelphia, in the way we were of.

First Assistant Engineer.

Sworn and subscribed to before me this 10th day of November, 1879, before me, U. S. Commissioner of Inspection, New York.

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Second Assistant Engineer.

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Third Assistant Engineer.

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Fourth Assistant Engineer.

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Fifth Assistant Engineer.

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Seventh Assistant Engineer.

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Eighth Assistant Engineer.

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Twenty-first Assistant Engineer.

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Twenty-second Assistant Engineer.

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Twenty-third Assistant Engineer.

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